



Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,641 號壹十肆百陸千零萬壹第 日式十式月十年柒十二緒光 HONGKONG, MONDAY, DECEMBER 2ND, 1901. 壹拜禮 號式月式十年壹零百九千壹英港價 PRICE, \$21 PER MONTH

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Hongkong, 2nd July, 1900.

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Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1890.

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[1832]

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I. TIMATION

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BIRTHS.

On the 22nd November, at No. 12, Hankow Road, Shanghai, the wife of CHAS. RUDOLPH, of a daughter.

On the 25th November, at Tientsin, the wife of W. M. HOWELL, of a son.

DEATH.

On the 12th October, at the home of his sister, Mrs. E. L. WAGNER, Berwyn, Illinois, U.S.A., OLIVER COTTRA LESLIE, formerly of Shanghai.

The Daily Press,
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 2nd December, 1901.

THE cotton mill industry has not turned out in North China to be the mine of wealth that was somewhat too fondly looked forward to by its originators. The pioneers have, in fact, found the usual result—that they have had to pay dearly for their experience and that they, who had the courage of their convictions and started an enterprise fraught with benefits to their kind in the not distant future, have themselves had to bear the quips and slings of outrageous fortune. One, the Yahloong Cotton Mill is so hopelessly embarrassed that its chief creditors have insisted on selling the affair by public auction, while the International Mill acknowledged the loss of one fourth of its capital and straightly informs its shareholders that only by facing the loss can it hold forth any hope of being able to stem the tide of misfortune. That the directors of these companies were to blame for taking too sanguine a view at the beginning of the enterprise, without waiting to see its first results, goes without saying, and they would be now the first to acknowledge the fault. Most men can be wise after the event, but it is only fair to say that at the time the sky was clear, and even the wisest failed to appreciate the signs of the coming tempest. Even at the beginning there were, however, difficulties which the experience of the past might have anticipated. The capital of the mills is largely Chinese, and anyone

might have anticipated that, being so, the Chinese would might and main have striven for the success of the various undertakings. It is, however, one of the characteristics of the Chinese that no matter how much they have at stake they are readily led away by the chance of an immediate profit. True to this instinct, and momentarily forgetting how much they had at stake, they were not loth to corner the cotton market. A wiser and clearer-headed race would have seen that thereby they were working against their own permanent interests; but, when did such wise ideas ever enter a Chinese head? It was far more consonant with Chinese modes of thought to have a good gamble before entering on the steady work of manufacture; and the good gamble they were determined to have. So much might have been foreseen by the European management at the beginning, and probably was, but they were too much committed to the various schemes to seem to yield to throw cold water on them, and hence the first earnings were divided, and no expense spared to bring every department at the start up to the most perfect condition. In many respects they were right, even though this had to be done at a sacrifice; and it is certain that as yet no one had any reason to expect the political whirlwind that in a few weeks bade fair to undo in China the work and the struggles of nearly sixty years. But if the ordinary Chinese merchant dearly loves a gamble, and cannot, even when knowing that in the long run he must lose by it, refrain from taking a hand, he has also a very good idea when he settles himself down to business of making the best of the situation; and the directors of the various companies did not hesitate to build on this hope. Other industries, as silk and sugar, have had the same difficulties to surmount, and have surmounted them successfully. There is little doubt that this would have eventually come true with cotton, though

probably the time occupied would have been longer than the original founders of the industry anticipated. They were not, however, to have the opportunity of trying the experiment. In June, 1900, the pent-up gases that had been silently accumulating in Peking, but had been neglected, suddenly burst, and for a whole year the entire part of North China, the principal mart for the products of the mills, was reduced to anarchy. It became only a choice of evils, whether to work or close up. Heavy stocks of raw cotton were on hand or contracted for, and in either case had to be paid for, while heavy charges for advances had to be provided for. Under the best of circumstances it is an expensive matter to close even momentarily a large industrial concern; to shut down under the circumstances seemed little better than suicidal, so probably wisely, for the best interests of all, the concerns were kept at work with the full knowledge that they were being run at the expense of capital, and that none, if they escaped at all, could hope to do so without a very serious readjustment of their capital accounts. On the other hand it is well to remember that both companies commenced work on a capital that proved insufficient for their requirements. The Yahloong Company, with a paid up capital of five hundred and seventy thousand taels, spent on its land and plant seven hundred and thirty-six, while the International, with a capital of eight hundred and forty, spent eighty thousand and over the million. This, however, is, it need hardly be said, the besetting sin of all China undertakings—indeed it may be said of such undertakings over the world. In a few cases, exceptional causes at the beginning enable such a company to overcome early these preliminary difficulties, but in too many they remain as a weight slung round the shoulders of the original pioneers. The

Yahloong Company, finding all hope of escape cut off, and an appeal to the shareholders unfruitful, has unfortunately been compelled to see its property placed on the market with little hope of its realising much above the mere value of the land and materials. The other company, with better prospects of success, having within the last few months not only paid its interest out of earnings but being in a position to reduce its indebtedness some six per cent., is offering debentures to its shareholders and others to the amount of half a million taels. The new capital, share and debenture, would thus amount to 1,128,800 taels. On the other hand, the amount spent in land, building and plant—acknowledged to be in perfect order and of the most suitable nature—less the 70,000 proposed to be written off, would be 1,070,000 taels. As in the profitable portion of the year past the company succeeded in making a profit in all of 38,000, and may reasonably expect a good deal more when business becomes again regularly established, it seems to be fairly probable that the shareholders will obtain a reasonable return on their reduced capital within a not long extended period. Should nothing unforeseen occur—and indications are on the whole favourable—the new industry may be considered as passed its teething time, and we may look forward to the manufacture of cotton in China as a permanent

The German gunboat *Tiger* left on Saturday for Pakhoi.

The Harbour Regulations for the forthcoming V.R.C. Regatta are published in the *Gazette*.

H.M. surveying ship *Wotje* which returned on Friday night from a cruise. On Saturday morning the Portuguese trampship *Africa* arrived from Macao; she will be docked here and then return to Macao to embark for Lisbon with the time-expired troops.

A despatch from H.E. the Governor to the Secretary of State for the Colonies is published in the *Gazette*, containing extracts from the reports made by Mr. Mansergh in 1898 upon the surface drainage system of Colombo and in 1899 on the surface system in Melbourne; and an article from the *Times of India* of the 21st September.

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 30th November:—The dull feeling which pervaded our market when we last wrote has continued in sympathy with our neighbouring market during the week under observation, but at the close there are indications of a revival on a moderate scale.

There will be a hockey match this afternoon between the Royal Engineers and the Hockey Club. The following will represent the Club:—Forwards: R. J. Gerard, Capt. Dykes, R.A., Lt. Sofleet, R.A., P. A. Cox, and J. Hooper; half-backs: H. W. Slade, T. C. Gray and J. B. Shattole; R.N.; backs: A. Ellis and P. H. Yeats; goal: Corp. Tuchy.

The return of stamp revenue for the months of October, 1900 and 1901, shows a decrease for the latter month of \$3,832.27. The item of Conveyance or Assignment alone decreased by \$4,886.50; and Deed of Gift by \$600. The largest increases were:—Bill of Exchange and Promissory Note, \$510.7; Charter Party, \$468.20; and Adhesive Stamps, \$4,513.

On Monday next we publish the first of a series of seven striking articles, entitled

"Towards the Sunris," by Mr. Wirt Gerrard, a well known expert authority on Russian affairs, who has recently made a trip from St. Petersburg to Vladivostock, as one result of which the articles in question have been written. The first of the series is called "The Awaking of Russia."

The following express was circulated in Shanghai in anticipation of the Caledonian Ball.—Caledonian Ball.—Subscribers and their friends maya forgot the Reel Practice at the Toon Hall's the night at 5 o'clock. There'll be Reels, Strathspeys, Fourths, Aucthsomes, Flings, Schottisches, and Caledonians, as there's guair when folk dinna ken them yet. Forby, there might be an or two waltzes, lancers, and other foreign dances for the benefit of the uninitiated. Dinna forget noo', 5 o'clock sharp.

On Thursday night, the 29th ult., Messrs. W. S. Bailey & Co. launched from their works in Kowloon Bay a steam water and cargo boat to the order of Messrs. Leopold Spatz & Co., agents for Mr. M. T. Figueras, of Manila. The vessel is fully equipped with powerful pump, sluices, bulkheads, etc., and is designed to carry either water or ordinary cargo. She is propelled by compound surface condensing engines giving a speed of 7½ knots per hour, and intended for service in Manila. The present vessel is a duplicate of one recently built by Messrs. Bailey & Co. for another Manila firm.

A rather serious outbreak of fire occurred on Saturday afternoon at 189, Queen's Road West, in premises on the ground and first floors occupied by a dealer in medicines and miscellaneous goods. The fire, which spread rapidly, gutting the first two floors and partially destroying the second, was caused through the overheating of a medicine-drying stove. The stock of the medicine-dealer was insured for \$21,000, and the loss will probably be covered by this sum. The damage to the second floor, where a quantity of jewellery was destroyed, is estimated at \$1,400, and is, we are informed, uncovered by insurance.

A proclamation of the Shanghai mandarins has been issued informing the public that orders have been received from Governor Nieh, of Soochow, to introduce into Shanghai, in the near future, copper ten-cash pieces (*Tang-shih-tien*), now being coined in the cash mint at Soochow. These ten-cash, or cent pieces have already been introduced into circulation at Canton and Wuchang, with varying success, and the people in Shanghai have also been informed that they are to be allowed to use these ten-cash pieces, in the proportion of one-half ordinary cash and one-half ten-cent pieces, in paying land taxes and *lekin* duties.

At noon on the 23rd ult. there returned by the American mail from Hongkong the cricket champions of Shanghai. At the mast-head of the launch *Victoria* floated the flag of the Shanghai Cricket Club with that of the Hongkong Cricket Club below it. Before the tender was made fast, the N.C. Daily News records, three ringing cheers and a tiger were given by the large crowd on the pontoon and the lawn adjoining, and the greetings of the visitors by their friends and admirers were hearty and prolonged. On the same night some sixty of their friends entertained the team at dinner at the Shanghai Club, the veteran cricketer Mr. A. P. Wood being in the chair. Mr. Wood proposed the health of the winners, Mr. Farbridge, the captain, replying for cricket; Mr. White for tennis, and Mr. Lanning for swimming, and with toast and song a very joyful evening was spent. Our Shanghai contemporary expresses its gladness that there is no foundation for the story of the improper handling of the ball by Mr. V. Lanning when batting in Shanghai's last innings in the Straits.

Smallpox is now raging in the southern islands of the Philippine Archipelago. The Civic Commission is passing an act for compulsory universal vaccination.

Sr. Pedro Paterno has declined the presidency of the Filipino Peace Commission. Sr. Leon Guerrero is therefore President, and Sr. Paterno Vice-president.

Pending the arrival of Don A. R. Elias, Mr. W. J. G. Whiley is recognised as Acting Consul for Peru without intermission from the date of Government Notification No. 325 of the 5th June last.

The approval by H.M. the King of the appointment of the Hon. A. W. Brewin to be an Official Member of the Legislative Council during the absence of the Hon. F. H. May is notified in the *Gazette*.

The Rev. R. F. Cobbold preached in St. John's Cathedral at evensong yesterday to a very large congregation. Mr. A. G. Ward was again at the organ, and after the service Madame Freed kindly sang most impressively Cohen's beautiful solo "Come Unto Me."

A report from Changsha, the capital of Hunan, states that, with reference to the new Settlement the Japanese Government is going to establish in that city, the regulations have been mutually agreed upon between the Japanese authorities and Governor Yu Lieu-san of Hunan, and that arrangements are being prepared to commence work in the new concession early next spring.

A special Seoul despatch to the *Osaka Mainichi* dated the 19th ult. says that a despatch from the Governor of Kan-Kiang-do states that Russians are sending telegraph poles from the Amur with the object of constructing a line between the Amur and Ching-kiang, but the Governor is unable to prevent the transportation. The report states that Russia has not yet obtained the approval of the Chinese Government.

News received in Manila from Honolulu says that the U.S. War Department has lately decided that hereafter transports will not stop at Honolulu unless there is a special object in having them take that route, such as the shipping there of supplies of men. The plan of the Department is to try sending the ships by the great circle route, as the largest vessel in the transport service can carry enough coal to make the complete trip without encroaching too much upon the cargo space.

The *Echo de Chine* states that at the meeting on the 23d ult. of the representatives of the principal French importing houses at Shanghai on the invitation of the Consul General, M. Batard, the latter announced the formation of a Commission, which will sit at Shanghai under his presidency, to assist in the establishment of the new Customs tariffs. This Commission will consist, in addition of the Commercial Attaché of the Legation of Peking, an Inspector of Customs from the Indo-Chinese Service, and two importers. The merchants present elected as their representatives Messrs. Toche and Racine.

The *N.C. Daily News* of the 26th ult. says:—"It is stated that the torpedo-boat destroyer *Handy*, which left the harbour yesterday morning with the gunboat *Daphne* for Hongkong, has orders to proceed to her destination at the rate of seven knots, this being, apparently, the *Daphne's* economical speed. This is all very well for a sea-going vessel like the *Daphne*; but it seems a great mistake to condemn a vessel like the *Handy*, which is not a bad-weather craft, to a voyage of five days when she could readily do it in two days. It is to be presumed that there are reasons for the order which the lay mind is unable to appreciate." The *Daphne*, however, arrived here on the 29th ult.

The *Manila Times* of the 23d ult. says:—"Although the report could not be confirmed yesterday, it is announced on very good authority that another official interested in market prices for government departmental requirements will follow the example of the Insular Purchasing Agent, and go to place his orders for the necessary supplies of his department in Hongkong. It is claimed that a saving of from 75 per cent. can thus be effected. These cases are entirely experimental; but if they prove satisfactory there will, in all probability, be a permanent arrangement made for shipment of certain classes of supplies from Hongkong to these islands by government officials. This action on the part of the authorities will probably still further increase the dissatisfaction felt by the local merchants, who claim that the government should patronise those who so largely contribute to its support.

It is reported from Nanchang (says the *N.C. Daily News*) that much dissatisfaction is being felt in that city owing to the high charges demanded at the semi-officially established schools of Western Learning, i.e., schools established partly by subscriptions from local officials and partly by wealthy members of the gentry of Nanchang. The consequence has been that only youths belonging to the gentry and wealthy merchants can afford to avail themselves of the educational—mainly in the English language—facilities offered by these schools, while the children of families of slender purse are deprived from entering them. To meet this want certain of the Nanchang literati have decided to invite foreign-educated young men to come to Nanchang to open private schools, where the common elementary branches of Western Learning in the English language will be taught at the rate of three dollars per month for each scholar. A pioneer school has already been begun by a young foreign-educated gentleman at Nanchang, "on his own hook," the success of which has led the literati to start the above scheme.

The French transport *Nice* is on her way from the North with the last of the French troops returning home from China.

M. Gayat, French Vice-Consul at Shanghai, is appointed to Beyrouth, and will be succeeded by M. Deslongchamps-Deville, son of the friend and collaborator of Alphonse, to whom all the embellishments of Paris during the last twenty years are due.

A report received in Japan from a Russian source states that the compensation claimed by Russia in return of the transfer of the Shan-hai-kwan and Newchwang railway is not great. It is also stated that Russia is now preparing to evacuate Newchwang and transfer the local administration to the Chinese authorities.

Mr. Goto, the Director of the Formosa Administrative Bureau, passed through Kobe recently on his way to Tokyo. Questioned by a Press representative as to the rumoured retirement of Baron Kodama, the Governor-General of Formosa and Minister of War, from the former post, Mr. Goto made the cautious answer that it was not advisable that the Governor-General of Formosa should hold another post.

At the ceremony in connection with the completion of the East China railway, on the 3rd ult., the message sent to M. de Witte, Financial Minister, by the Emperor on the occasion is reported to have been:—"We appreciate your efforts in completing so quickly this great undertaking—Nicholas." The Financial Minister telephoned the message to Hurbin, where the Head Office of the railway is situated, and encouraged the officials of the company to push on with the project.

Hava telegrams announce that the French Chamber of Deputies has been discussing the Chinese loan. M. Hubbard, the reporter of the Committee, made a long speech against the protectorate exercised by France over the Christians in China. The general discussion of the Chinese questions is closed. M. Sembat demanded the adjournment of the debate, but on the demand of M. Waldeck-Rousseau, President of the Council, the adjournment was rejected, and the article discussed is carried by 358 votes against 183.

Generals Smith and Hughes are said to disagree as to the right policy to be pursued in Samar, the latter favouring negotiations and the former strenuous methods. Negotiations are proceeding for the surrender to General Hughes of the Filipino General Samson, which will wind up the revolt in Bohol, where Samson is the acknowledged insurgent leader. Meanwhile a gallant storming of a stockade by the 19th U.S. Infantry is reported from Bohol. The insurgents' position consisted of fourteen forts, surrounded by large trenches and rifle-pits. The main fort was surrounded by a precipice, the only entrance being guarded by a stockade. This stockade had a line of trenches behind it and the whole defence was carefully despatched from the hill, where the Americans had taken a former position and driven the insurgents out. After securing a plan of the insurgent strong-hold, Captain Lawton sent two sergeants of the 19th Infantry with a force of twenty men to climb the hill at the left of the stockade. After hours' toil through an undergrowth of brush and vines on an almost perpendicular hill, the detachment succeeded in scaling the height and came down in the enemy's rear, surprising and completely routing them. Two of the frightened insurgents, in their haste to escape, jumped over the stockade and fell fifty feet on the rocks below. Fort Mayana was taken and the insurgents deserted the whole position. A detachment being obliged to pass along the cliff within 150 yards of the Americans suffered terrible losses.

PLAQUE AT HONOLULU.
There are ten cases of plague at Honolulu.
LONDON, 28th November.

REPORTED DEATH OF MISS STONE.
A report has reached the Turkish authorities that Miss Stone, the American missionary lady captured by Bulgarian brigands, has succumbed to the hardships she has had to endure, and that the brigands have dispersed.

FURTHER EMBODIMENT OF MILITIA.
Four more battalions of Militia have been embodied.

NEW ADVERTISEMENTS

NOTICE.

NIPPON YUSEN KAISHA.

DURING my Temporary Absence from this Colony, Mr. T. S. TAKAYANAGI will take Charge of the Company's Business at this Port.

A. S. MIHARA,
Manager.

Hongkong, 2nd December, 1901. [3067]

TO LET.

FIVE ROOMED BUNGALOW "RHEDA" BONHAM ROAD. Beginning 1st January, 1902.

Apply to—

LIAO TZE SAN,
China Merchants S. N. Co.,
38, Des Voeux Road.
Hongkong, 2nd December, 1901. [3064]

TO LET.

A WELL-FURNISHED ROOM and BATH, with BOARD, in Private Family. Conveniently situated "WELLS".
Care of Daily Press Office.
Hongkong, 2nd December, 1901. [3065]

TO LET.

THREE LARGE UNFURNISHED ROOMS, with separate Bath, use of Cookhouse, &c. \$40.00.
Apply to—

JOHN DOE,
Care of Daily Press Office.
Hongkong, 2nd December, 1901. [3066]

PUBLIC AUCTION.

CURIOS! CURIOS!! CURIOS!!!
THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

SATURDAY.

the 7th DECEMBER, at 2.30 P.M., at their SALES ROOMS, 30, Des Voeux Road, A CHOICE COLLECTION OF CHINESE AND JAPANESE CURIOS,

Comprising—

IVORY CARVINGS, GOLD LACQUERS, OLD and NEW BRONZES, HANDSOME INLAID PANELS and SCENES, CLOISONNE WARES, OLD SATSUMA VASES and BOWLS, SILK SHAWLS, &c. &c.

Catalogues can be had on application to the undersigned.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd December, 1901. [3063]

TIME & PRICES AS USUAL.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIQUEFIED and CLEANSED in accordance with Law are reminded that the period during which this work should be finished ends on the 31st day of December, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to STAMP OUT PLAGUE, is determined to RIGOROUSLY PROSECUTE any Owner in default after the above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.Sanitary Board Office,
1st December, 1901.

Note.—The Western Division of the City lies to the West of Morrison and East Streets.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE."

Captain J. Rattenbury, will be despatched for the above port on WEDNESDAY, 4th December, at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.
For Freight or Passage, apply toSHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th November, 1901. [3061]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOE TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 8th Inst.

For Freight or Passage, apply to

THE MITSUBUSSAN KAISHA, Agents.
Hongkong, 2nd December, 1901. [17]

THE HONGKONG WEEKLY PRESS is ready and contains—

Leading Articles—

China's Policy.
The Sanitary Commission for Hongkong.

The Report of the Chair and Jinrikisha Coolies Commission.

Weihaiwei and the Post Office.

The United States and China Tax.
The British Yunnan Railway Question.

The Isthmian Canal.

The Crisis: Telegrams.

Hongkong Legislative Council.

Hongkong Sanitary Board.

St. Andrew's Hall.

Arrival of H. M. S. Cressey.

Misfortune to the Decoupling.

The Sunken Skirmished.

The Marquardt Concert.

Empire Comedy and Vaudeville Co.

Hongkong Nursing Institution.

Report of the Chair and Jinrikisha Coolies Commission.

Canton.

Swatow.

Yantze River Notes.

Peking.

Correspondence.

Supreme Court.

Hongkong Steam Waterboat Co., Ltd.

Oriental Hotel Co., Ltd.

Oxford Local Examinations.

Cricket.

Football.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 8c.

Extra copies 30 cents each (each).

Copies can be posted from the Office to addresser; including postage, 34 cents each, or \$1 for three copies (each).

Hongkong, 30th November, 1901.

ENTERTAINMENTS

THEATRE ROYAL,
CITY HALL.

THE EMPIRE COMEDY CO.

TO-NIGHT! TO-NIGHT!

LAST NIGHT OF THE LAUGHABLE FARICAL COMEDY,
in One Act, entitled

"MULDOON'S PICNIC"

"MULDOON'S PICNIC"

ROAIES OF LAUGHTER!

ROARS OF LAUGHTER!
Acknowledged by the Press and Public to bethe FUNNIEST COMEDY EVER
SEEN IN HONGKONG.

STEVE ADSON'S TOPICAL SONG

CREATED A PERFECT FURE.

TO-MORROW (TUESDAY),

First time of the

"TRIP TO CHINATOWN"

BURLESQUE.

FUNNIER STILL!

TIME & PRICES AS USUAL

SPECIAL TRAMS TO THE PEAK
AFTER THE PERFORMANCE.

PLAN AT THE ROBINSON PIANO COMPANY, LIMITED.

Hongkong, 2nd December, 1901. [3069]

PEAK HOTEL.

A CONCERT

will be given in the above Hotel by

MADAME AGNES FREED

ASSISTED BY SEVERAL LEADING AMATEURS,

on

TO-MORROW (TUESDAY), 3RD. DEC.

AT 9.30 P.M.

Tickets on sale at the HOTEL OFFICE and the ROBINSON PIANO COMPANY, LIMITED.

Admission \$3.

Hongkong, 26th November, 1901. [3012]

Ask

H. BUTTONJEE

for

FINCH SWEETS and CRYSTALLISED MIXED FRUITS from a well-known French maker, which are sold at Moderate Prices—

ALMOND FLORES, ROSE BURN ALMONDS, MARZILLAN ALMONDS, RASPBERRY GUM DROPS, CRYSTALLISED MIXED FRUIT in Fancy Boxes.

H. BUTTONJEE,
No. 5, D'Aguilar Street;

Nos. 39, & 40, Elgin Road, Kowloon.

Hongkong, 29th November, 1901. [3050]

X

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASON'S HALL, Zetland Street, TO-DAY, the 2nd December, at 8.30 for 9 P.M. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 26th November, 1901. [3009]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong 3rd October, 1900. [75]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [765]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

TO-MORROW (TUESDAY).

the 3rd DECEMBER, 1901, at 2.30 P.M., at his

SALES ROOMS, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE;

CROCKERY, GLASS and PLATED

WARE;

One SEWING MACHINE and STAND

One LATHE, One GRINDING

MACHINE;

Four VIOLINS and One PIANO;

Also

A Few Valuable BOOKS and MUSIC;

&c., &c., &c.

TERMS OF SALE:—As Customary

V. I. REMEDIOS,

Auctioneer.

Hongkong, 30th November, 1901. [3057]

TO LET

TO RENT—ON THE PEAK.

A NICELY FURNISHED ROOM with

Bath and Board, in Private Family. Close

to Tram Station. Spendid View, and Very

Healthy. First-class Table.

Address—PEAK,

Care of Daily Press Office.

Hongkong, 11th October, 1901. [2588]

TO BE LET.

GOOD OFFICES fronting Queen's Road

Central in Marine House.

A ROOM or OFFICE, 2nd Floor, Beacons-

field Arcade.

For Particulars, apply to—

TURNER & CO.

Hongkong, 14th November, 1901. [2900]

TO LET.

THE GODOWN in WEST POINT

(Kennedy Town) known as Feather

Factory, now occupied by the Hongkong and

Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—

LAUTS, WEGENER & CO.

Hongkong, 9th July, 1901. [1730]

TO LET.

NO. 1, STEWART TERRACE, the

PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

HONGKONG, 29th May, 1895. [181]

SIEMSEN & CO.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.

Agents.

Hongkong, 16th November, 1872. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL.....\$210,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W.M. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [185]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [184]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [180]

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1838.)

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [483]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPEAK & CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1887. [382]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.

Hongkong, 2nd April, 1900. [383]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1900,

\$14,732,681.

I. AUTHORIZED CAPITAL.....\$3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,633,714 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 3rd July, 1901. [164]

RUINART PERE & FILS, REIMS

Established 1716.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1905. [1271]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1901. [234]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED

The above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and bilges.

Call Flag W.

J. W. KEW, Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900.

TSANG TOO & CO.

SAM WING HING

COAL MERCHANTS.

No. 48, DES VOEUX ROAD CENTRAL

Telephone No. 829

Hongkong, 22nd September, 1901. [241]

AMERICAN SYSTEM

DENTIST

AT NO. 88, QUEEN'S ROAD CENTRAL

CHADWICK KEW.

(LATE OF POATS & NOBLE).

Hongkong, 15th September, 1893. [2245]

POHOOMULLI BROTHERS

57 & 59, QUEEN'S ROAD CENTRAL

WHOLESALE AND RETAIL

IMPORTERS AND EXPORTERS.

Have for Sale,

INDIAN, Chinese and Japanese Silk Goods

for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Rugs and Carpets,

Jewelry, Cashmere Shawls, Ivory, Sandalwood,

and Tortoise-shell Works, Curiosities and Fancy Goods.

Inspection is Solicited.

Hongkong, 4th November, 1901. [2801]

THE SIBERIAN RAILWAY.

The Standard's correspondent wrote on the 25th ult from Vienna:—The Politische Correspondence publishes an important statement which, in a way, supplements the Standard's Shanghai telegram about the new Manchuria Convention, and throws light upon Russia's present Asiatic policy. The inspired St. Petersburg correspondent of the Vienna news sheet says:—

"It is the intention of Russia to accelerate the construction of the Siberian Railways, the completion of which was originally planned for 1905, so as to have this immense work finished next year. The motives for this haste are not only last year's events in China and the Russian occupation of Manchuria, but important political considerations. In the first place, there is the desire to postpone indefinitely a conflict between Russia, Japan, and England, by establishing a military equilibrium between these Powers in the Far East. To gain this end, Russia must be in a position to concentrate a large military force at Port Arthur with rapidity, which without the completion of the Trans-Siberian Railway, would be out of the question."

It is by no means certain that Russia could easily find the money for the completion of the railway next year; but her anxiety to get a through line to Port Arthur as soon as possible is quite clear. Assuming that the statement of the St. Petersburg correspondent is correct, and I have little doubt it is, the new Manchuria convention is easily explained as are Russia's efforts to remove whatever might menace peace in Europe and force her to take untimely action elsewhere than in the Far East.

When the great policy of Russia in the East was enunciated—that is, at the Accession of the present Tsar—Prince Lobanoff, who best understood him, and grasped his ideas most fully, recognised that two conditions were essential for the realisation of his Imperial master's vast and almost visionary schemes. The first was no Russian entanglement in Europe, and no chance of one. In accordance with the necessities of this condition, Prince Ferdinand was recognised as Ruler of Bulgaria, the Armenian massacres were ignored, the Balkan Convention with Austria was concluded; and even German encroachments in Asia Minor, formerly Russia's special province, were tolerated, rather than that the nearer Eastern question should again be raised.

Prince Lobanoff's second condition was that Russia should avoid any conflict in the Far East till she is strong enough to be confident of success; because, he knew that, once defeated, whether in conflict with a single Power or a combination of Powers, the great Asiatic Empire which Russia wanted to carve out for herself was lost for ever. At that time it was seen that the completion of the Siberian Railway would count as a factor; but M. Witte, the Minister of Finance, undertook to provide the means for pushing on energetically with the work, and Russia's entire policy with regard to Korea was made subservient to M. Witte's plans for keeping the Russian Exchequer replenished, both for the railways and for constructing a new Navy for service in the Far East. Events in China forced Russia, much against her will, to proceed at a quicker pace than was originally intended, and to expose herself to immense risks. Especially inconvenient for her were the events of last year, which brought the forces of all Europe to the spot where she had meant to be left alone, and which compelled her, lest she should lose an opportunity to occupy Manchuria prematurely, for it was felt that to defend the province except by the terrorism of Russian prestige would be almost impossible until the railway connection with European Russia via Siberia was established.

In the meanwhile two great things have happened: the one favourable, the other unfavourable to Russian plans. The advantage to her is that England's war in South Africa, instead of being finished within a few months or a year, now has entered upon a third year. In Russia it is firmly believed that it would be most difficult for England to engage herself elsewhere for at least another year, and probably for two, especially as the Army has to be reorganised. The event unfavourable for Russian plans is that Japan has carried out her naval programme; all the big warships she ordered abroad being now launched, and most of them already in Japanese waters; so that, should she be sure of England's freedom of action, Japan might any day throw down the gauntlet to the Russian rival and bid him clear out of Korea, out of Manchuria, and out of China altogether—all this, of course, only so long as the Siberian railways are not completed. Immediately they are completed Russia would be able to throw any number of troops into Manchuria, or China, or Korea. English assistance to Japan would then come too late. It could no longer alter the fate of either China or Japan; and Russia would be undisputed master.

The Tsar and his advisers will look forward with eagerness to the day when the railways are completed. Every month diminishes the chances of the greatest political achievement any Power has had within its reach. If Paris was worth a mass, the whole of China, with Japan into the bargain, is certainly worth the patience. Russia has now to display almost everywhere; superhuman patience, one might say, for she dare not quarrel with any Power, big or small. She must avert her eyes from whatever happens in Turkey, in the Persian Gulf, in Afghanistan, and even in South Africa. The Tsar's promise not to interfere, and if possible to keep others from interfering—promised, as it doubtless was, in the first place, by his political honesty and his traditional love of peace—was no doubt also influenced, and rightly so, by Russia's own interests. These imperatively demand adherence to Prince Lobanoff's second condition: no conflict with anyone till Russia can be confident of success in the Far East; that is, till the Siberian and Manchurian Railways are finished. Had there been intervention in the South African War, whether by Russia or by others, there can be no doubt a general European war would have followed, in the shadow of which Japan could and would certainly have created a situation in the Far East favourable to herself, and ruinous to Russia's ambitious plans for the present and for all time.

The greatest danger to Russia's plans—namely, attack on the Peking Legations—passed off without detriment to them; and now the prescribed policy is to humour Japan and avoid a conflict with her, and to finish the railways. Hence the evacuation of Manchuria—or, rather, the promise of evacuation within the next three years, under conditions which, without compromising the future, deprive Japan of the pretext for a quarrel. Hence the preparations for a big Railway Loan, most probably for the works in Siberia.

It is very necessary to look at the latest distribution list of the Russian Fleet to be convinced of Russia's apprehensions of what Japan may intend. In the Mediterranean, in the Atlantic, and in the Baltic, Russia has only a single ironclad, the Emperor Nicholas I, which is at the Pines, and two first-class cruisers, the Varjag and the Duke of Edinburgh. The rest are only gunboats, torpedo-boats, and the three imperial yachts. Whatever else there is in the Russian Navy, the Black Sea Fleet excepted, is spread over the area between Port Arthur, Vladivostok, Nagasaki, and Shanghai.

THE ISTHMIAN CANAL.

A Washington despatch of the 2nd inst. says:—

In view of the expected return to-day to the United States of Lord Pauncefote, and the immediate resumption of negotiations, which, in this case, are to put into the concrete form of a treaty the proposition agreed upon by the Governments of the United States and Great Britain, as a convention to replace the Pauncefote-Hay Treaty of last year, it may be proper to state upon the highest official authority, that there is absolutely no other question than that of the Isthmian Canal involved in the negotiations.

Further, it is stated that no demand has been made by the British Government for any compensation whatever for the relinquishment of its joint right in the control of such a canal. The construction of the canal was considered by both nations a desirable thing for the world at large, and that thought was at the bottom of the negotiations.

According to a New York telegram of the same date, Mr. Andrew Carnegie, interviewed by a pressman that day on his arrival by the St. Louis, said:

"I do not believe in a canal at all. I do not believe a canal will render the service for the transportation of goods that a first-class two-tracked railroad would do. Freight could be unloaded into 10-ton cars and loaded on the other side, at far less cost, than running even 100-ton ships, even if you had to pay no tolls."

Would you, therefore, favour a Tehuantepec ship railroad, such as has been proposed?"

"They are building a railroad there now, but not of that kind. I do not believe that the Nicaragua Canal can be built. The Panama Canal cannot be made workable. There is more sentiment behind the canal than good sense."

Particulars

HODGES & CO., 80, COLLEGE STREET, CHELSEA, LONDON, S.W. [276]

GREGRECKE 19 and 20, FEATHERSTONE STREET, LONDON, E.C.

& CO. ESTABLISHED NEARLY A QUARTER OF A CENTURY.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON."

GENERAL PRODUCE BROKERS.

MANUFACTURERS OF SAUCES & DELICACIES.

WHOLESALE EXPORTERS OF CONTINENTAL AND COLONIAL PRESERVED PROVISIONS, AND DRIED FRUITS, VEGETABLES, &c.

(BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN POULTRY, EGGS, BUTTER, AND FARM PRODUCE.

SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. [2750]

NESBIT & CO., WOODFORD GREEN, ESSEX.

ELECTRICIANS.

ELECTRICAL AGENTS.

ELECTRICAL APPLIANCES.

DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE MANAGERS OF OUR DIFFERENT DEPARTMENTS.

ELECTRIC LIGHT. ELECTRIC BELTS. ELECTRIC HEATING.

NESBIT & CO., WOODFORD GREEN, ESSEX. [2751]

SWEET ADORAL Cigarettes Purest & Best.

Packed in 10.5 Boxes, 20 Packets, 450 Round Tins.

FOR SALE EVERYWHERE.

MANUFACTURED BY THE AMERICAN TOBACCO CO., U.S.A.

PRINTED ON CHINESE PAPER AND BOUND IN CHINESE STYLE.

ILLUSTRATED WITH PHOTOGRAPHS

AN ATTRACTIVE XMAS GIFT.

PRICE ... \$2.00

On Sale at

MESSRS. KELLY & WALSH, LTD. MESSRS. W. BEWEE & CO. and the HONGKONG DAILY PRESS OFFICE.

Hongkong, 8th November, 1901. [2354]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon B, and those vessels berthed at the Kowloon Wharf, C, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake-Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MACHAON	Brit. str.	2 m.	R. A. Peters	BUTTERFIELD & SWIRE P. & O. S. N. Co.	To-morrow.
LONDON, &c., via PORTS OF CALL	DALIAZAT	Brit. str.	2 m.		On 7th inst., at Noon.	
LONDON	ACHILLES	Brit. str.	2 m.	Forbes Selby	On 10th inst.	
LONDON, via SUEZ CANAL	GLENBOY	Brit. str.	2 m.		On 14th inst.	
LONDON	GLAUCUS	Brit. str.	2 m.		On 24th inst.	
LONDON	DECALION	Brit. str.	2 m.		On 7th January.	
LONDON	PELEUS	Brit. str.	2 m.		On 21st January.	
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.		On 15th inst.	
LIVERPOOL DIRECT	PATROCLUS	Fren. str.	2 m.	Vauquer	On 15th January.	
MAR-ELIELLES, &c., via PORTS OF CALL	ERNEST SIMONS	Fren. str.	2 m.	C. E. Badler	To-day, at 1 P.M.	
MAR-ELIELLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Jap. str.	2 m.	J. B. Macmillan	On 13th inst., at Daylight.	
MAR-ELIELLES, LONDON & ANTWERP, v. S'PORE, &c.	WAKASA MARU	Jap. str.	2 m.	P. Gross	On 27th inst., at Daylight.	
BREMEN, via PORTS OF CALL	STUTTGART	Ger. str.	2 m.	Borch	On 11th inst., at Noon.	
HAVRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	2 m.	HAMBURG-AMERIKA LINIE	On 14th inst.	
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	On 28th inst.	
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	On 6th January.	
HAVRE & HAMBURG	STRASBURG	Ger. str.	2 m.	Madson	On 13th January.	
HAVRE & HAMBURG	SANDIA	Ger. str.	2 m.	Schmidt	On 28th January.	
HAVRE & HAMBURG	ANUBIA	Ger. str.	2 m.	Duckstein	On 12th February.	
AUSTRIA	KUEDISTAN	Aus. str.	2 m.	Fellner	On 17th inst., P.M.	
AUSTRALIAN PORTS	ACARA	Brit. str.	1 m.	DODWELL & CO., LIMITED	On 5th inst.	
AUSTRALIAN PORTS	ATHENIAN	Brit. str.	2 m.	SHEWAN, TOME'S & CO.	On or about 17th inst.	
AUSTRALIAN PORTS	EMPEROR OF JAPAN	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 4th inst.	
AUSTRALIAN PORTS	DUKE OF FIFE	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 18th inst., at Noon.	
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	4 m.	DODWELL & CO., LIMITED	To-morrow.	
NAGASAKI, KOBE & YOKOHAMA	RIOUJIN MARU	Jap. str.	2 m.	J. W. Ekstrand	To-day, at 4 P.M.	
MOJI, KOBE & YOKOHAMA	IVO MARU	Jap. str.	2 m.	N. Ohno	On 16th inst., at 4 P.M.	
SHANGHAI & CHINKIANG	PASLING	Brit. str.	2 m.	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.	
SHANGHAI & CHINKIANG	THYRA	Brit. str.	2 m.	BUTTERFIELD & SWIRE	Quick despatch.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	EASTSTEIN	Brit. str.	2 m.	DOB WELL & CO., LIMITED	On 15th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	Ellis	On 12th inst., at 4 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SADO MARU	Jap. str.	2 m.	E. W. Haswell	On 27th inst., at 4 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	W. Thompson	On 6th inst., at Daylight.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	A. E. Moses	On 20th inst., at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ELITA NOSSACK	Ger. str.	2 m.	K. Kori	On 9th inst., at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	QUARTA	Brit. str.	2 m.	Bruhn	To-day, at 4 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YARNA	Fren. str.	2 m.	Johannsen	To-day, at 5 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	2 m.	Nogre	On or about 2nd inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	VALETTA	Brit. str.	2 m.	MESSAGERIES MARITIMES	To-morrow.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JAVA	Brit. str.	2 m.	P. & Q. S. N. Co.	On or about 7th inst.	
FOOCHEW VIA SWATOW & AMOY	AFING MARU	Jap. str.	1 m.	P. & Q. S. N. Co.	On or about 8th inst.	
ANPING VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	1 m.	MITSUI BUSSAN KAISHA	On 4th inst., at Daylight.	
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	MITSUI BUSSAN KAISHA	On 11th inst.	
MANILA VIA AMOY	DIAMANTE	Brit. str.	2 m.	J. Rattbury	On 8th inst.	
CALCUTTA, PENANG & SINGAPORE	CATHERINE AICAR	Brit. str.	2 m.	S. H. Belson	On 4th inst., at Noon.	
BOMBAY VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	2 m.	DAVID SASSON, SONS & CO.	To-morrow, at 3 P.M.	

SHIPPING.

ARRIVALS.

Nov. 29. CHINWAH, German str., 1,066, Musing, Bangkok 22nd Nov., Wood and Rice.

BUTTERFIELD & SWIRE.

Nov. 29. WATERWICH, British surveying ship, 620, Lieut.-Comdr. W. O. Lyne, from a cruise.

Nov. 30. AFRICA, Portuguese trooper, 2,993, Commander Luis Alvaro, Macao 30th Nov., War Material.

Nov. 30. ANPING MARU, Jap. str., 1,086, K. Suzuki, Swatow 29th Nov., General—M. E. KAISHA.

Nov. 31. BRAND, Norwegian steamer, 1,520, Thronator, Moji 23rd November, Coal and Coke—DODWELL & CO., LTD.

Nov. 30. CHINA, German str., 1,113, Krubbe, Manila 27th Nov., Ballast—ORDELL.

Nov. 30. FORMOSA, British steamer, 674, A. E. Hollings, Tamari 27th Nov., Amoy 28th and Swatow 29th, General—DOUGLAS LAFAIK & CO.

Nov. 30. JACOB DIEDERICHSSEN, German str., 623, G. Schlakier, Haiphong 26th Nov., General—JENSEN & CO.

Nov. 31. QUARTA, German steamer, 1,146, H. Johnsen, Manila 27th Nov.—SILSMSEN & CO.

Nov. 30. TRYM, Norw. str., 710, Haus Dall, Haiphong 27th Nov., Hoitow 29th, General—A. R. MARTY.

Dec. 1. CHEANGCHEW, British steamer, 1,213, Frampton, Singapore 23rd Nov., General—CHINESE.

Dec. 1. ERNEST SIMONS, French str., 2,162, Vaquier, Yokohama 21st Nov., Mails and General—MESSAGERIES MARITIMES.

Dec. 1. MACHAON, British str., 4,276, R. C. Thompson, Shanghai via Foochow, General—BUTTERFIELD & SWIRE.

Dec. 1. MARA KOLE, German str., 1,719, Kraft, Moji 25th Nov., Coats—E. A. TRADING CO., LTD.

Dec. 1. NANYANG, German str., 1,080, E. Hass, Newchuan 25th Nov., Beans—E. A. TRADING CO., LTD.

Dec. 1. SULLIBEG, German str., 782, J. J. Jeeson, Foochow 25th Nov., Rice—A. B. MARTY.

Dec. 1. WHAMPOA, British str., 1,149, Lawes, Canton 1st Dec., General—BUTTERFIELD & SWIRE.

Dec. 1. YARNA, French steamer, 2,575, Negro, Marseilles and Saigon 28th Nov., Mails and General—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 30th November.

Chayang, British str., for Canton.

Daiji Maru, Japanese str., for Swatow.

Euna, German str., for Chinkiang.

Flandra, German str., for Canton.

Germania, German str., for Bangkok.

Haitan, French str., for Hoitow.

Haitan, British str., for Swatow.

Hikisan Maru, Japanese str., for Moji.

Kwangtung, British str., for Shanghai.

Kurbar, German str., for Hamburg.

Michael Jelsen, German str., for Haiphong.

Taiwan, British str., for Foochow.

Tatars, German str., for Singapore.

Tivon, British str., for Palembang.

Titan, British str., for Port Darwin.

Wieland, Danish str., for Amoy.

Zefiro, British str., for Manila.

DEPARTURES.

30th Nov.

Atholl, British str., for Shanghai.

Elsa, German str., for Hongay.

Emma, German str., for Chinkiang.

Kwanglee, British str., for Shanghai.

Maburg, German str., for Hamburg.

Tairan, British str., for Foochow.

Tetaros, German str., for Singapore.

Tiger, German gunboat, for Pakhoi.

Trigona, British str., for Palamhang.

Tsien, British str., for Syden.

W. H. Conner, American ship, for Baltimore.

Zapiro, British str., for Manila.

1st Dec.

Chokang, British str., for Canton.

Daiji Maru, Japanese str., for Swatow.

Flandra, German str., for Canton.

Germania, German str., for Bangkok.

Haitan, British str., for Hoitow.

Irosan Maru, Japanese str., for Moji.

Japan, British str., for London.

Michael Jelsen, German str., for Haiphong.

Wineland, Danish str., for Amoy.

VESSELS IN DOCK.

30th November.

ABREKSEN DOCK—Ferries—Hoingay, Tengtan.

WOOD DOCK—Cargo, Reefs, etc., Mexico.

H. J. Albrecht, Agent, Tengtan, Haiphong.

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VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

	OUTWARDS	INWARDS
FROM	STEAMERS	STEAMERS
GLASGOW and LIVERPOOL	"PELEUS"	On 7th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 16th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 16th January.
HOMEWARDS		
FOR LONDON	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 3rd December.
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LIVERPOOL DIRECT	"PELEUS"	On 21st January.
(Taking cargo at London rates)	"IXION"	On 15th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.
(Taking cargo at London rates)	The S.S. "DEUCALION" from GLASGOW and LIVERPOOL, has arrived on the 28th instant.	
	The S.S. "LAERTES" left Singapore for Hongkong and Amoy on the 29th ult.	
	For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. CO.	

Hongkong, 22nd November, 1901.

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THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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THE Steamship

"PAKLING."

4,448 Tons, is due here on or about 16th December and will have quick despatch.

For Rates of Freight and further particulars, apply to

DODWELL & CO., LTD.

Agents: Hongkong, 30th November, 1901. [356]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, POET SAID, FIUME AND TRIESTE. Taking cargo through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA."

Captain Fullner will be despatched as above on TUESDAY, the 17th December, P.M.

The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

Hongkong, 27th November, 1901. [6]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA."

Captain Brothmer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON on TUESDAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE,

Hongkong Office. Hongkong, 25th November, 1901. [3002]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd December, at 9.30 A.M.

All claims must reach us before the 8th December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 26th November, 1901. [9]

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE."

Captain Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME'S & CO., Agents.

Hongkong, 25th November, 1901. [3004]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th December will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th December.

Owing to the steamer having met with an accident on the voyage from Singapore, a General Average Bond must be signed before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th November, 1901. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

IN CHINA and JAPAN for the above Lines are pleased to issue THROUGH BILLS OF LADING for all the principal ports in

SOUTH ASIA in connection with TWO CHINA STEAM NAVIGATION CO.'S fortnightly service home to CALCUTTA.

CALCUTTA for Lure Poole every fortnight. For Freight, apply to

DODWELL & CO., LIMITED.

General Agents China and Japan.

Hongkong, 28th November, 1901. [15]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 25th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents: Hongkong, 28th November, 1901. [3048]

The German steamer, 934, Olierich, Nov. 21, John & Co.

Tientan, British str., 2,555, Cook, Nov. 26, P. & O. S. N. Co.

Trigonia, British str., 1,098, Powell, Nov. 27, Arnhold, Karberg & Co.

Train, British str., 1,492, Lindbergh, Nov. 25, Butterfield & Swire.

Tsintan, German str., 1,002, Sanders, Nov. 18, Arnhold, Karberg & Co.

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Hongkong, 26th November, 1901. [3010]

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Hongkong, 20th March, 1901. [1459]

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To illustrate the vast scope of the work the following facts are submitted for consideration:

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For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives, who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves, who, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have a general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

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